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Hongkong, 28th January, 1908. 286

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwei-hin, dedicated to Sir ROBERT HABT, G.O.M.G. and Dr. A. KENNEDY.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, FEBRUARY 5TH, 1908.

At the annual meeting of the Manchester Crematorium Ltd., last month, some extraordinary views were expressed by one of the directors, a Mr. FREDERICK SMALLMAN. His colleagues at once issued a letter disclaiming any sympathy with his opinions and few readers will wonder at this when they have digested the following summary of them. Mr. SMALLMAN said that a wonderful impetus would be given to the "movement" if cremation were made compulsory in certain cases. What he called the "movement" was, of course, the unpleasant business from which, presumably, he derives dividends, and his attitude so far is merely that of the glibly undertaken in a time of pestilence, who rubs his hands at the prospect of brisker trade. He thinks that the sentiment against the crematory method of disposing of corpses would become less strong if the public were habituated to the idea by its compulsory adoption in the case of murderers. So far, Mr. SMALLMAN had not said anything to be ashamed of; there are many people who believe that the living would benefit by the cremation of the dead. Mr. SMALLMAN, however, seems to have plunged straightway into a confluence of two different streams of thought. His professional hopes and his personal antipathies enticed him into the sensationalism with which his colleagues dreeded to be associated. He went on to advocate euthanasia, for all who either deserved or desired it. In the latter case, there is no need to make provision: the means are not difficult to procure, and to offer them

publicly would simply be to multiply hasty decisions and fatal mistakes. In the former case, the difficulty is at once apparent. Who should apportion the deserts of men? Certainly not intemperately antipathetic persons like the director with the appropriate surname. Mr. SMALLMAN went on:

I would suggest that a lethal chamber should be erected, not only for criminals, but also for all who are useless and worthless, tired of life, and who do not wish live any longer, and I feel sure that the introduction of a lethal chamber would be a great boon to such.

Mr. SMALLMAN next proceeded to talk about the professional tramp. He would not extend the slightest mercy to the professional tramp, who should be put out of his existence as speedily and painlessly as possible. It is almost surprising that he should have remembered to recommend a painless method, seeing how regards them the tramps. We wonder what Mr. SMALLMAN knows about tramps. Had he any acquaintance with them? We doubt it, for he regards the professional variety as the most objectionable, whereas it happens to be the casual type who is the nuisance. During a journalistic investigation in England over a dozen years ago, we studied the tramp at close quarters, in the only way possible to do so. It was interesting, if not exactly pleasant; and we mention it only in order to introduce a novel point of view that we thereby secured. It was a professional tramp, a man of intellect, and in his own way a very gentlemanly philosopher, who in conversation with us deplored the foolish indiscretions of those casual loafers who steal chickens and in other ways annoy the public and the police. He regretted these

petty crimes and misdemeanours, not on moral grounds, but because they made things uncomfortable for the regular professional nomads who believe in honesty as the best policy. The professional tramp does not pretend to be looking for work. This one did not. He did not pretend either that he was merely a victim to that overpowering instinct for wandering, which the Germans have recognized by giving it a name. He claimed ability to get the bare necessities of life by the exercise of his wits, in various honest ways. He did not disdain luxuries, but he had had under existing conditions more than he liked luxury, and he found it congenial to dispense with some things rather than to labour for them. His point of view has since been admirably expressed by a newly popular writer called HUBERT BLAND; and expressed in such similar terms as to leave us wondering if perchance the tramp we left lying on the Hog's Back close by Wimbledon has not managed to find congenial employment in literature.

Mr. BLAND writes:

... A certain percentage of us are born with an ingrained preference for the road as compared with the slum or the workhouse. The slum has its diversions, the workhouse its comforts, the high road its freedom; and to the Tramp-nature freedom is a fair off-set against the loss of the diversions and the comforts. Men do not take to the road because they like it, but because they prefer it to the only other alternative with which life faces them. Had Sir Walter Raleigh, for instance, [our friend of the Surrey lee, we remember, cited Raleigh, Drake, Frobisher and Co., as men who would not have made reputable citizens in Whitechapel] ... been born on one of the lowest social levels, or come to grief in middle life and been compelled to choose between hard and ill-paid work in cities, or no work on the high road, can we doubt what his choice had been?

The Duke of Atholl has the unique privilege of possessing a private regiment. Clad in kilts, and carrying the colours presented to the Duke by the late Queen Victoria, the hillmen and stalkers composing the "Atholl Highlanders" form a magnificent spectacle as they march past the castle to the sound of the pipes at the annual September gathering. Among the officers are included Lord Tallibardine and his two brothers, Lord Daunmore, Sir Robert Moncrieff, and Sir Alexander Muir Mackenzie. The twelve pipers are very carefully picked men, and are probably the best in Scotland.

The Y. M. C. A. Literary and Debating Society's "Parliament" sat in Committee on Monday evening to consider the Bill to "promote better commercial relations with China." The Opposition had the majority, but without the guidance of their Leader, who was unavailably absent, failed to make as good use of their position as was possible under the circumstances. They put through several unimportant amendments. On the adjournment of the House only half of the Bill had been discussed. The Government speakers were Sir Walter Raleigh, Sir Edward, Sir Robert Moncrieff, and Sir Alexander Muir Mackenzie. The two brothers, Dr. Fisher and Mr. Phillips, who had spoken in Whitechapel, had been born on one of the lowest social levels, or come to grief in middle life and been compelled to choose between hard and ill-paid work in cities, or no work on the high road, can we doubt what his choice had been?

After looking up and quoting that interesting passage, we see we must apologise to Mr. BLAND. His oration proves that it was not he with whom we talked a whole afternoon. Whatever Sir WALTER RALEIGH might have done, the professional tramp will not steal chickens. All he wants is to be let alone, as we understood him, and he knows that Society will not let him alone if he meddles with its property. All he shirked, at some cost to himself of self-denial and discomfort, is the "demonit grind" so vividly described by Mr. BLAND. It is clear that we have no right to loathe him for that; and it is equally clear that he deserves a little more sympathy than Mr. SMALLMAN of Manchester would give him.

Just as that gentleman's colleagues hissed

ed to dissociate themselves from his views, let us try to dissociate ourselves from the unthinking mob that judges and condemns so rashly; let us look always for other points of view before claiming, like CORROBORUS in his youth, that our opinions are fixed; let us not forget that "nudi alteram partem" is always, even in the most unlikely cases, a good working rule. It is a rule that works both ways, remember. It is conventional to praise unreasoningly as well as to blame, and to praise without examination is as bad as to blame. It is terribly trite, and yet terribly necessary, to keep reminding ourselves that "things are not (always) what they seem."

The new King of Portugal was born on November 15th 1889, and is therefore just over eighteen years of age.

Mr. S. M. Collier, of Wisted, Connecticut, has divorced his wife, Emily, aged 72, because she persisted in "flirting."

The Amateur Dramatic Club announces that they will give performances of the comedy "The Liars," on the 20th, 21st, and 22nd inst.

The promoters of the Hong Kong Milling Co. Ltd. are to be congratulated on the rise of 50 per cent. in their shares, in the first year's working.

Sportsmen are reminded of the grand boxing contest which takes place in the City Hall this evening. Several bouts have been arranged between American sailors and men from H. M. S. Kent, and some good exhibitions of the manly art are promised.

Torroni, a gunner on the Italian cruiser "Vesuvio," was charged before Mr. H. H. J. Gonzeriz at the Police Court yesterday on three counts of causing grievous bodily harm to Police Sergeant Cooper and to Myers and Ferres, two sailors from H. M. S. "Bedford." The hearing of the case was adjourned for a week.

By kind permission of Lt. Col. Price and Officers, the band of the 129th Duke of Connaught's Own Baluchis will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday (weather permitting).
March "Washington," Zohle
Overture "Flute Burlesque," Zohle
Selection "Veronica," Sullivan
Value "Songe Las Olas," Ross
Two Step "Dora," Douglas
Selection "A Country Girl," Monckton
Gigot "Vivian," Zikoff
God save the King.

Sir Robert Bell, writing in the "Home

Messenger," remarks that if a row of telegraph posts, 25,000 miles long, were erected round the earth at the Equator and a wire were stretched upon these posts for this circuit of 25,000 miles, and that the wire be wound no fewer than seven times completely about this great globe, we should then find that an electric signal sent into the wire at one end, would accomplish the seven circuits in one second of time. To telegraph, however, to the nearest star it would take four years before the electricity would reach its destination.

The Duke of Atholl has the unique privilege of possessing a private regiment. Clad in kilts, and carrying the colours presented to the Duke by the late Queen Victoria, the hillmen and stalkers composing the "Atholl Highlanders" form a magnificent spectacle as they march past the castle to the sound of the pipes at the annual September gathering. Among the officers are included Lord Tallibardine and his two brothers, Lord Daunmore, Sir Robert Moncrieff, and Sir Alexander Muir Mackenzie. The twelve pipers are very carefully picked men, and are probably the best in Scotland.

According to the latest telegraphic intelligence received at Odessa from Tabriz, the organized revolutionaries, Anjuman, and other political malcontents of that populous and thriving Persian centre are all openly satisfied with the compromise made between the Medjidieh and the Court of Teheran, and they have promptly refused, in obedience to an instruction from their co-conspirators in the metropolis, to withdraw their public proclamation of the deposition of the Shah. On the contrary, they have re-issued the proclamation in more emphatic form, and with the additional and grave impeachment of the legitimacy of the Shah's birth and right of succession. In the opinion of observant and well-informed people in Tabriz, the revolutionary propaganda in that city and the atrocities of Northern Persia is not only not subsiding, but is daily acquiring greater force and solidity, and grave development are anticipated within the next few months. The revolution, my import of arms continues and increases.

Mr. Francis W. Percival writes from 1, Cheyne-street, S.W., expressing the opinion that Mr. Bonaji's letter, published in "The Times" of December 27, "conveys a timely warning to the directors, which they cannot afford to ignore." Mr. Percival says that he could give many instances of the failure of the company to come into line with the views and needs of its best customers, and relates how on arriving last February at Port Said in the steamship "Arabia" on the afternoon of Tuesday instead of the time-table time of Wednesday morning, for which he had engaged rooms, his party was refused permission to spend the night on board, although one of the ladies was an invalid who could not safely land at night, and was thus put to great inconvenience. Mr. Percival adds that like Mr. Bonaji he has no personal feeling against the company by whose boats he has travelled for 30 years and always found clean, and comfortable, but is "convinced that the severe competition to which the company is now subjected is largely due to its own rapacity and to the want of consideration which it often displays to the wishes and requirements of its passengers."

According to a United States Consular report, the latest obtainable figures show that the number of vessels built in Germany in 1906 was 760, of 398,151 registered tons, against 646 of 231,771 registered tons in 1905, and 535 of 267,991 registered tons in 1904. Among the vessels built in 1906 were 14 men-of-war, of 30,831 registered tons. In addition to the foregoing, there were built in foreign countries, on orders for German firms, 118 vessels of 122,245 registered tons.

According to a United States Consular report, the latest obtainable figures show that the number of vessels built in Germany in 1906 was 760, of 398,151 registered tons, against 646 of 231,771 registered tons.

Mr. Denman Fuller, gave another organ recital at St. John's Cathedral yesterday afternoon, which was very largely attended. The soloists were Mr. S. Moore and Master J. Stuart.

It is announced that a concession belonging to King Leopold at Tientsin has recently been ransacked by a gang of Chinese thieves. The Chinese authorities having refused to punish the thieves, five men of the Belgian guard at Peking have been sent to take charge of the property. The Belgian papers protest against the existence of this concession, which, contrary to the Belgian Constitution has not been submitted to the approval of Parliament. They also protest against the fact that this private concession should cause an intervention of Belgian soldiers. The incident will shortly be dealt with in the Chamber.

The will of the late Lord Kelvin, the famous scientist and inventor, was disclosed last month. The total estate has not yet been liquidated, but it is reported to be nearly £1,000,000. Lord Kelvin's will is dated December 8th, 1905. His whole means and estate, including his property of Netherhall, Largs, and his house in London, pass to his widow, Lady Kelvin, absolutely. The executors are Lady Kelvin, Lord Kelvin's nephew and grand-nephew, Dr. J. T. Bottomley, of Glasgow, and Dr. J. Frank Bottley of Newcastle-on-Tyne, and his solicitor, Mr. Timothy Warren, of Glasgow. The will is entirely in Lord Kelvin's handwriting, and covers about a score of sheets of ordinary private correspondence paper.

The cruise of the American battleship fleet to the Pacific was the principal theme of conversation between the Kaiser and Capt. Howard, the retiring Naval Attaché at the American Embassy in Berlin, on the latter taking leave at the Imperial Palace. The Kaiser considered the manoeuvres over 14,000 miles as the greatest enterprise in the history of any Navy in time of peace, and told Capt. Howard that he and all Germany would watch with intense interest the progress of the fleet, and that the criticisms of American and European naval experts would furnish lessons of immense value to naval authorities by showing how mistakes might be avoided in time of war. He prayed, however, that war would never come.

A correspondent of the "Gaulois" brings from Kiowdy a notice affixed to the walls of his room in a Dawson City hotel. Among other delightful touches the following is to be found: "Travellers are respectfully urged to take certain precautions on such occasions as they find it necessary to exchange revolver shots in the 'saloon' manager." A random shot may injure a servant, or some guest of the establishment who is a stranger to the discussion." The above is only equalled by the warning of the proprietor that the administration will take no notice of complaints relative to the hotel employees. He points out that "all our servants are armed, and guests at the hotel can settle their disputes direct." Finally the management call the attention of the public to the fact that the hotel being a house of the first order, travellers are expected to conduct themselves as perfect gentlemen and that the proprietor reserves the right to enforce this rule with his gun.

The annual show of the Kowloon Pigeon Club was held at the Kowloon Hotel on Monday and yesterday, when a number of very valuable and pretty birds were exhibited, the list including Hornbills, Pouter, Jacobins and Owls. Many of the birds, which stood in cages set out on tables sheltered by trees, were placed in the show, not for competition, but with the object of increasing interest in the rearing of pigeons. Mr. Logan, the president of the Club, has had a very busy time during the past two days in attending to arrangements, and the duties of Mr. G. W. Kyne as judge were not light ones in deciding which of many excellent exhibits should be awarded the prizes. There was a large number of people at the show yesterday afternoon, when the Cameron Highlanders' band attended and played selections of music. The following were the prize winners:—

Class I Thomas Pairs 1st Prize: Mr. G. Watson

2nd Prize: Mr. A. A. A. A.

3rd Prize: Mr. Osborne.

Class II Thomas Pairs Singles 1st Prize: Sergt. Wildon

2nd Prize: Mr. Osborne.

Class III Thomas Pairs, Dragons, 1st Prize: Mr. Osborne.

2nd Prize: Mr. Osborne.

3rd Prize: Mr. Osborne.

4th Prize: Mr. Osborne.

5th Prize: Mr. Osborne.

6th Prize: Mr. Osborne.

7th Prize: Mr. Osborne.

8th Prize: Mr. Osborne.

9th Prize: Mr. Osborne.

10th Prize: Mr. Osborne.

11th Prize: Mr. Osborne.

12th Prize: Mr. Osborne.

13th Prize: Mr. Osborne.

14th Prize: Mr. Osborne.

15th Prize: Mr. Osborne.

16th Prize: Mr. Osborne.

17th Prize: Mr. Osborne.

18th Prize: Mr. Osborne.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on January 4th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), Dr. H. Macfarlane (Assistant Medical Officer of Health), Hon. Mr. A. W. Brewin (Registrar-General), Captain Lyons (Captain Superintendent of Police), Colonel Martin, R.A.M.C., Hon. Mr. E. A. Hewett, Mr. A. Shelton Cooper, Mr. H. Humphreys and Mr. G. A. Woodcock, secretary.

WATER TANKS.

The report of the committee appointed to consider the tank question was as follows:—We consider it advisable that every family should be afforded to occupiers who wish to have tanks or cisterns on their premises.

(1) To enable them to store sufficient water in the dry season to thoroughly cleanse their premises which the intermittent system, particularly on the ridge main districts, does not admit of.

(2) And to enable them to readily obtain water in case of fire which, if taken in the incipient stage, may prevent wholesale destruction of house property, and possibly life.

(3) It should be optional for the owner to build the tank of brick and cement to the satisfaction of the Building Authority, as iron corrodes, and if it is built in a yard, and thereby contravenes section 175 of the Public Health and Buildings Ordinance, it should be lawful for the Board to grant exemption.

(4) This is governed by the first mentioned regulation.

(5) Each cistern or tank should be cleaned quarterly—limewashing not required.

This report was agreed to by Messrs. SHELTON HOOPER and LAUCHU-TAX, but the PRESIDENT, who was also a member of the committee, wished to add the following proviso—"I think for domestic purposes iron tanks are preferable."

The REGISTRAR-GENERAL minutes.—The size of tanks should be limited in order to prevent one flat storing water at the expense of another during the intermittent season, and ground floors depriving the upper floors of a fair share of water.

The SECRETARY stated that there was a regulation which said the capacity must not exceed 100 gallons for domestic supply.

The PRESIDENT moved that the report be adopted and forwarded to the Government.

Mr. HOOPER.—There is a minority report as well. There is a rider by yourself with which we did not agree. I believe the whole thing should go to the Government.

The PRESIDENT—I will move that the report be forwarded to the Government.

The REGISTRAR-GENERAL.—Are we going to express an opinion on it?

The PRESIDENT.—That is for members to say.

The REGISTRAR-GENERAL—I think we ought to say whether we are in favour of it or not. The Government is not asking for the opinion of the committee, but for the opinion of the Board itself. Someone ought to move the adoption of the report.

Mr. HOOPER.—I am quite prepared to move the adoption of the report, but I thought it might come better from another member of the Board who was not on the committee.

The REGISTRAR-GENERAL.—You are not in favour of the proviso?

Mr. HOOPER.—No.

CAPTAIN LYONS seconded the motion, which was agreed to.

THE TUNG-WAN HOSPITAL.

Mr. E. M. Hazelton, architect, wrote to the Board as follows:—With reference to your notice of the 23rd ult. calling upon the Tung-wan Hospital to open out on each storey one half of the entire space intervening between the principal room and the main back wall, I have the honour to submit a tracing showing these premises, and beg to point out that the upper floors are provided with the required open space at the rear, and as the ground floor is used as a shop I trust that exemption from opening up the kitchen may be granted in this case.

THE MEDICAL OFFICER OF HEALTH.—The place is fairly well lit, and there is a scavenging lane in the rear of the first floor. I recommend exemption on condition that no cooking is done on the ground floor, which is a basement, and that the drain is removed from the basement, as its presence there is a menace to health, and moreover contrary to the provisions of No. 19 of the Drainage Bylaws.

The REGISTRAR-GENERAL.—What is the objection to allowing cooking?

The PRESIDENT moved that exemption be granted on the condition suggested by the Medical Officer of Health.

Hon. Mr. HEWETT seconded, and the motion was agreed to.

A TECHNICAL CONTRAVENTION.

Messrs. Leigh and Orang wrote enclosing a tracing for the erection of a bridge over the lane between King's Building and York Building, and applied for a modification of the requirements of section 175 of the Public Health and Buildings Ordinance to enable them to erect it.

The DIRECTOR OF PUBLIC WORKS wrote stating that he saw no objection to the proposal. It was, however, a technical contravention of section 175 of Ordinance 1 of 1903, therefore he wished it submitted to the Board for their consideration.

The application was granted on the motion of the VICE-PRESIDENT seconded by the PRESIDENT.

CHINESE CHRISTIAN CEMETERY.

The SECRETARY wrote—In January 1905 the hill immediately to the east of Kowloon Tong village, and a little to the north of the boarding line, was selected by a committee as a most suitable site for a Colonial Cemetery in Kowloon. This site was recommended by the Board in March 1905. In reply the Board was informed that "It is a little premature to ear-

mark so big an area at Kowloon at the present time." In August 1906 the Board requested the Government to reconsider its decision in connection with this matter. In reply the Board was informed that it was not possible to make provision in the 1907 estimate for the heavy expenditure which would be involved in the formation of a cemetery at Kowloon to correspond to the one at Happy Valley, and that the necessity for such a cemetery was not being overlooked in the plans for the laying out of Kowloon.

The REGISTRAR-GENERAL—I think the question of opening cemeteries on the Kowloon side of the harbour for Europeans and for Chinese Christians might be reconsidered by the Board now.

Mr. HOOPER—I agree with the Registrar-General.

The DIRECTOR OF PUBLIC WORKS.—A cemetery for Christian Chinese has been arranged for.

The VICE-PRESIDENT.—The cemetery referred to for Christian Chinese is in close proximity to Kowloon Tong village.

The REGISTRAR-GENERAL.—The application originally made was on behalf of Europeans. I think we ought to invite the attention of the Government to it again. There is no reason why we should lay out a site like the Happy Valley site.

Hon. Mr. HEWETT—I think myself we should mark out a big site, because there will be a bigger population over there than here in 20 years' time.

The REGISTRAR-GENERAL.—I move that the attention of the Government be invited to the necessity of providing a suitable area to meet all possible requirements at Kowloon.

Hon. Mr. HEWETT seconded, and the motion was carried.

SLAUGHTER HOUSE FEES.

Correspondence was submitted relative to the fees to be charged for the slaughtering of animals in the villages of Shaukiwan, Kung Ngam, Tsui Tsui, Shek O and Hok Tei.

The REGISTRAR-GENERAL minutes.—Are Test-Tse-Mui, Shek O and Iluk Tsui included?

A Hoi Tsui and Shek O man can hardly be expected to take his pig to Shaukiwan to be slaughtered.

The SECRETARY.—The contract is for the sole privilege of slaughtering animals within any part of the Colony other than the city of Victoria, and other than those portions in the New Territories which are not included in New Kowloon. The contractor, under No. 2 of the Slaughterhouse Bylaws is entitled to charge a fee of 20 cents for cattle, swine, sheep and goats weighing under a picul, and 40 cents for animals weighing more than a picul. Under section 62 all cattle, swine, sheep and goats must be slain ghorified and dressed within a slaughterhouse appointed for that purpose under the Public Health and Building Ordinance, 1903. The contract is a yearly one.

The REGISTRAR-GENERAL—I should like this to go before the Board. Unless the number of slaughterhouses is increased, the contract will have to be altered next year. This is another instance of this order drafted to meet the circumstances of the city, being applied to country districts and proving quite unsuitable. If section 62 is to be rigorously applied, section 58, "the provision of a sufficient number of fit and proper slaughter houses," must be carried out.

The SECRETARY informed the Board that similar terms had been in force for a number of years, and the contractor had never before insisted on these payments. He understood that the contractor did not want the people to go to the slaughter houses, but to pay a fee. Strictly speaking, according to the terms of his contract he was entitled to such fee.

The REGISTRAR-GENERAL.—Can we make him provide slaughter houses in these villages?

The MEDICAL OFFICER OF HEALTH.—There are appointed slaughter houses.

The REGISTRAR-GENERAL.—We should tell him to start slaughter houses in each of these villages.

Hon. Mr. HEWETT.—He is not suffering any hardship p by not getting these fees?

The SECRETARY.—No.

Hon. Mr. HEWETT.—He signed the contract with his eye open?

The SECRETARY.—Yes, and I rather think he did it with the object of raising this question as soon as the contract was signed.

The REGISTRAR-GENERAL.—We should just leave the matter as it is.

The PRESIDENT.—It's a case of spite I think.

Hon. Mr. HEWETT.—It's a squeeze.

The contractor's application was laid on the table.

MORTALITY STATISTICS.

Based on a death rate per 1000 per annum, the mortality statistics for the whole Colony during the week ended 11th January was 21.6, while for the week ended 18th January it was 17.5, as against 18.3 for the corresponding week last year.

SUPREME COURT.

Tuesday, February 4th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR, MR. A. G. WISE (PUISEE JUDGE).

AN INCONSOLABLE DEBTOR.

Action was brought by Lai Chan-po to recover from Lai Wai-po the sum of \$920.75 due for goods sold and delivered, and for moneys paid and advanced. Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) appeared for the plaintiff. The defendant appeared in custody, went considerably, and was not represented by counsel.

Defendant admitted to his Lordship that he owed the money, but said he had no means to pay it.

His Lordship.—There is no necessity to cry about it. Since you got the goods without the money to pay, you have got to suffer.

Defendant.—My uncle promised to send the money to me, but he has not done so.

His Lordship.—Judgment and costs for plaintiff.

The application was granted on the motion of the VICE-PRESIDENT seconded by the PRESIDENT.

CHINESE CHRISTIAN CEMETERY.

The SECRETARY wrote—In January 1905 the hill immediately to the east of Kowloon Tong village, and a little to the north of the boarding line, was selected by a committee as a most suitable site for a Colonial Cemetery in Kowloon. This site was recommended by the Board in March 1905. In reply the Board was informed that "It is a little premature to ear-

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-fifth report of the Court of Directors to the ordinary half-yearly general meeting of Shareholders to be held at the City Hall, Hongkong, on Saturday, February, 16th reads as follows:

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the Bank, and Balance Sheet for the half-year ending 31st December, 1907.

The net profits for that period, including

\$1,797,167.54, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to

\$4,942,974.06.

The Directors recommend the transfer of \$500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund with the addition from the premium on the new shares, will then stand at \$13,000.00.

After making this transfer and deducting remuneration to Directors there remains for appropriation to Directors there remains for

appropriation \$4,427,974.06, out of which the

Directors recommend the payment of a dividend of two pounds sterling per share on the old shares, and a proportionate dividend, or one pound and ten shillings sterling per share on the new share, viz.: £220,000—which at 1/3 of the rate of the day, will absorb \$2,427,556.21.

The balance, \$2,000,087.56, to be carried to

new profit and loss account.

CAPITAL.

The shares of the new issue have all been allotted and paid for in full: the capital now stands at \$15,000,000, and from the premium on the new shares the sterling reserve fund has been increased by \$50,000 and the Silver Reserve Fund by \$1,250,000.

DIRECTORS.

The Honourable Mr. H. K. Kao has been elected Chairman for the year 1908, and Mr. E. Goots, Deputy Chairman.

Mr. A. Haupt, having resigned his seat on leaving the Colony, Mr. G. Friedland has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

Mr. G. H. Medhurst, Mr. C. H. Lenemann and Mr. H. E. Tomkins retire in rotation, but being eligible for re-election, offer themselves accordingly.

AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood who offer themselves for re-election.

G. H. MEDHURST, Chairman.

Hongkong, 4th February, 1908.

STATEMENT OF ASSETS AND LIABILITIES.

31st December, 1907.

LIABILITIES.

\$ 0.

Paid-in Capital 15,000,000.00

Silver Reserve Fund, \$1,500,000 at 2% 15,000,000.00

Silver Reserve Fund 15,000,000.00

Marine insurance account 250,000.00

Notes in circulation —

Authorized issue against securities and coin deposited with the Crown agents for the colonies and their trustees 15,000,000.00

Additional drawings by the Hongkong Ordnance against coin lodged with the Hongkong Government 15,000,000.00

Banknotes in circulation 711,147.00

Current accounts 15,711,147.00

Silver \$70,411,223.55

Gold 24 karat 315.48 oz. 47,515,723.37

Fixed deposits 126,956,751.12

Silver \$50,679,004.80

Gold, \$4,116,418.94 d 45,441,350.60

Bills payable (including drafts on London Bankers, call loans and short sight drawings on London office agents) 97,120,415.40

Bills receivable (including drafts on London office agents receivable and balloon amounts) 11,471,783.32

Profit and loss account 4,942,974.06

Liability on bills of exchange redissed counted, \$7,322,442 less 2d, of which \$4,023,763.94, 9d. have since run off.

\$29,157,070.90

Assets \$0.

Cash \$40,5

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. DAILY PAPER only, and special business matter: THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be considered until payment is made.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies given for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

M R. GUSTAV BINDER having resigned, ceased to sign our Firm's name per procuration on the 1st inst. We have This Day authorized MR. WILHELM SCHUECHNER and MR. FRIEDRICH WILHELM PFAFF to sign our Firm's name per procuration.

Hongkong, 1st February, 1908.

WANTED.

A COMPETENT TYPIST and SHORT-HAND CLERK. Apply by letter to "Box 600," Care of "Daily Press" Office, Hongkong, 5th February, 1908. 310

TO LET.

L A HACIENDA, East, Mount Kellet, The Peak, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.

C. H. GRACE,
Care of Secretary's Office,
Hongkong Club,
Hongkong, 5th February, 1908. 311

TO LET.

F ROM 15th February, "FAIRVIEW," No 1, RIBBON ROAD; splendid situation, with fine view of harbour; Six Big Rooms.—Apply to J. B., Care of "Daily Press" Office, Hongkong, 5th February 1908. 312



JURIES LIST, 1908.

SUPREME COURT. IT IS HEREBY NOTIFIED that pursuant to the provisions of the JURY CONSOLIDATION ORDINANCE, 1887, I have this day caused to be posted at the chief entrance to the Court House a List of all persons ascertained by me to be liable to serve as JUROR.

The said List will remain so posted until the 15th proximo, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH,

Registrar.

Hongkong, 31st January, 1908. 313

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Offices of the Company, Hotel Mansions on TUESDAY, the 23rd February at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th instant, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 5th February 1908. 314

THEATRE ROYAL,
CITY HALL.

THE HONGKONG A MATEUR DRAMATIC CLUB WILL PRESENT
"THE LIARS."

An Original Comedy, in Four Acts, By HENRY ARTHUR JONES

TUESDAY ... 20th February
FRIDAY ... 21st February
and

SATURDAY ... 22nd February
Doors open at 8.30 P.M. Performance at 9 P.M.
Prices \$3, \$2 and \$1.

Sailors and Soldiers in uniform Half-price to Pit Seats and Pit. Booking Office at the ROBINSON PIANO CO. open on and after MONDAY 14th February, 1908 at 10 A.M.

Hongkong, 5th February, 1908. 315

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON,
SAMARANG, SOERABAJA AND
MACASSAR.

Taking cargo to all ports in Netherlands Indies on through Bill of Lading.

THE Steamship
"TJULATJAP,"
Captain van Emmerik, will be despatched for the above Ports on or about 1st February.

For information as to Freight and Passage, apply to the Head Agent of the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 5th February, 1908. 316

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"JAPAN,"
Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 8th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASOON & Co., LTD.

Agents.

Hongkong, 5th February, 1908. 317

NEW ADVERTISEMENTS

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HALICING,"

Capt. A. E. Hodgins, will be despatched for the above Ports on THURSDAY, the 6th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers, Hongkong, 4th February, 1908. 307

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRASILIA."

Captain Ha so, having arrived Consignees of Cargo are hereby required to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be received.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9 A.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKAN LINIE,
Hongkong Office.

Hongkong, 4th February, 1908. 308

TO LET.

F ROM 15th February, "FAIRVIEW," No 1, RIBBON ROAD; splendid situation, with fine view of harbour; Six Big Rooms.—Apply to J. B., Care of "Daily Press" Office, Hongkong, 5th February 1908. 312

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon—where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

All claims must reach us before the 15th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 4th February, 1908. 5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon—where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival hereafter, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th February, 1908. 1

NOW READY.

MAIL TABLES

FOR 1908.

Show the dates of departure of the Mails for Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20

In Sale at the Hongkong Daily Press Office, Hongkong, 17th January, 1908. 215

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

THE FIFTY YEARS

From 1 JANUARY, 1804 to 31 DECEMBER, 1913, BRING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 38TH YEAR OF KWONG SU.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

ON SALE.

FOUND VOLUMES OF THE HONGKONG DAILY PRESS, January to June 1907. With Index. Price \$7.50.

On sale at the "Hongkong Daily Press" Office, Hongkong, 21st July, 1907.

NOTICES OF FIRMS

OSAKA SHOSEN KAISHA.

HONGKONG OFFICE.

NOTICE IS HEREBY GIVEN that during the temporary absence from the Colony of the Undersigned, Mr. SHINICHI HACHIMOTO will assume charge of the Office.

T. ARIMA,
Manager.
Hongkong, 1st February, 1908. 208

NOTICE.

WE have this day admitted Mr. GEORGE EDWARD MORRELL into Partnership with us and the Firm's Business will from This Date be carried on under the Firm name of GOLDRING & MORRELL

GOLDRING & BARLOW,
Hongkong, 1st February, 1908. 204

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE

NOTICE.

THE Secretaryship of the CHAMBER is taken over by Mr. E. A. M. WILLIAMS from this date.

EDBERT A. HEWETT,
Chairman.
Hongkong, 1st February, 1908. 205

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of February, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1907.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1908. 202

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February 1908 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1908. 203

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Offices, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 3rd February, 1908. 209

WANTED.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 14th April, 1907. 144

WANTED.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

INTIMATIONS

S. MOUTRIE & CO. LTD.

THE ORCHESTRELLE CO.'S
NEW MODEL

"AERIOLA"
PIANO PLAYERS
RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT
ON THE MARKET.

A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 13th November, 1907. 37-1

PRIVATE BOARD AND RESIDENCE
MRS. GILLANDERS

"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

TO LET

LARGE OFFICE ROOM on First Floor
of No. 16, DES VIEUX ROAD.
Apply to— FEED. BORNEMAN.

No. 16, Des Vieux Road Centre
Hongkong, 23rd January, 1908. 144

TO LET

P.E.I. 1st January, One OFFICE ROOM
on Second Floor, Prince's Buildings.
Apply to— REUTER, BROEKELMANN & CO.

Hongkong, 9th December, 1907. 102

TO LET

NO. 2, MACDONNELL ROAD.

Apply to— COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 188

TO LET

OFFICES in ALBAXDRA BUILDINGS.
Apply to— SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET—AT CANTON.

EIGHT-ROOMED HOUSE on
E SHAMEEN.
Apply to— A.B. 99.
Care of "Daily Press" Office.
Hongkong, 23rd January, 1908. 251

TO LET

NO. 5, ORMSBY TERRACE, Kowloon
Cheap Rental.
No. 3, PUMJAB BUILDINGS Kowloon.

Apply to— SPANISH PROCURATION.
Hongkong, 18th October, 1907. 97

TO LET

GODOWN No. 3, NEW PRAYA, Ken-
tucky Town.
Apply to— HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, 1st February, 1908. 260

TO LET

FROM 1ST MAY.
KOWLOON MARINE LOT 48, Yau Ma Tei,
Area 25,200 square feet and with 255
feet Sea Frontage. Especially suited for Storage
of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14 DES VIEUX ROAD
CENTRAL, (formerly occupied by Messrs.
SWEAN, TOME & Co.).

HOUSE No. 11, SEYMOUR ROAD, newly
painted and colour washed.

One FIVE-ROOMED BUNGALOW,
"The Neck," No. 64, Mount Gough, Peak,
Garden and Tennis. (From 1st April next).

THE COMPRADORE DEPT.,
JARDINE, MATHERSON & CO., LTD.,
Connaught Road Central.
Hongkong, 1st February, 1908. 299

TO LET

No. 2, CHANCERY LANE, Furnished
or unfurnished 6 ROOMS. Electric
Light.

"STILLINGFLEETE" Peak Road. SIX-
ROOMED HOUSE with Fine View of
Harbour.

"HARPERVILLE" Garden-Road. SIX-
ROOMED HOUSE fitted with Electric Light
and full use of Tennis Court.

Apply to— PERCY SMITH & SETH,
Accountants & Auditors, Esq.,
5, Queen's Road Central.
Hongkong, 4th January, 1908. 146

TO LET

TO LET

THE Top Floor of No. 2, Wyndham Street
lately vacated by the Hotel Balmoral,
suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL.
First Floor of No. 8, Queen's Road
Central, comprising Six Large Rooms
and Outhouses—suitable for business
Premises or Dwellings, now occupied by
FRED. BORNEMAN & CO.

Apply to— DAVID SASOON & Co. LTD.
Hongkong, 4th January, 1908. 96

TO LET

A SIX ROOMED HOUSE at ELLIOT
CRESCENT, Robinson Road. Furnished
or Unfurnished.

Apply to— F. X. DALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 22nd January, 1908. 100

TO LET

4 and 5-ROOMED HOUSES in Kowloon.
COMMODIOUS SHOP in Des Vieux Road
Central, Hongkong. Immediate possession.
Moderate rentals.

Apply to— HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 18th January, 1908. 117

TO LET

THE ROOMS on the first floor of No. 34,
QUEEN'S ROAD CENTRAL (opposite
the General Post Office). The Rooms are
light, spacious and well-ventilated. Very
moderate rent. Immediate Possession.

Apply to— YEE SANG FATT & CO.,
Same address.
Hongkong, 28th January, 1908. 270

TO LET

N-5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya
East, near East Point.
Apply to— JARDINE, MATHERSON & CO., LTD.
Hongkong, 21st October, 1907. 93

TO LET

OFFICES on Top Floor No. 2, Connaught
Road, facing the Cricket Ground.
"HATHERLEIGH," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit
Road.

OFFICES in YORK BUILDING,
GODOWNS in PRAYA FATT, Blue
Buildings and No. 168, Des Vieux Road
next to the HONGKONG HOTEL.

PLATS in MORTON TERRACE.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 86

TO LET

FIRST Class European House, furnished
or unfurnished, Lehalch Terrace and
Humphreys Avenue, Kowloon.

Apply to— TAM TSZ KONG,
Care of Hip On Insurance, Exchange and
Loan Co., Ltd., 42, Bonham Strand, West,
Hongkong, 18th October, 1907. 94

TO LET

OFFICES in ALBAXDRA BUILDINGS.
Apply to— SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

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EIGHT-ROOMED HOUSE on
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Hongkong, 18th October, 1907. 97

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Apply to— HONGKONG LAND INVESTMENT
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Hongkong, 1st February, 1908. 260

TO LET

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"HARPERVILLE" Garden-Road. SIX-
ROOMED HOUSE fitted with Electric Light
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Accountants & Auditors, Esq.,
5, Queen's Road Central.
Hongkong, 4th January, 1908. 146

THE "ALL-RED" ROUTE—THE
OTHER SIDE.

Correspondent sent the "Times" the following
statements of objections to the proposed "All
Red" route:

The project known as the "All Red" route
has at the moment attractions for politicians
and journalists who, influenced by so-called
Imperial ideas, see in it a new bond of union
between Great Britain and her larger Colonies
—Canada and Australia—but Sir Wilfrid
Laurier, the Canadian Premier, struck a warn-
ing note when he told his Blackwood interviewers
that the great scheme has to be considered from
a commercial as well as a patriotic standpoint.

It is not to be overlooked besides that the
"All Red" idea is not, as it is generally
represented now. There is at present no "All
Red" service by existing routes and lines, and
what immediately concerns us is to know
whether these stand in need of improvement,
and if they do whether the new "All Red" project
is best for that end. The "All Red" scheme
is open to serious objections from the
commercial standpoint.

England has already adequate means of communication
with Canada and between Canada and Australia
and the Far East. The Canadian Pacific Railway,
Allen, Allan, and Dominion Lines, and several others,
have provided regular sailings to and from Canadian ports all the year round,
and there are the Canadian Pacific and the
Canadian and Australian Lines between Vancouver
and Australia, New Zealand, and Eastern ports.
The size and speed of the steamers engaged in the passenger trade are
apparently as great as are called for by the
genuine requirements of the trade, and are being
increased year by year to keep pace with the
growth of these requirements.

The conditions of navigation in Canadian
waters are unfavourable to steamers of extreme
speed and size. The St. Lawrence River, which
possesses enormous natural advantages as
compared with routes via Halifax or St. John,
N.B., is suitable for steamers of a reasonable
size and speed, say, 60 ft. and 20 knots, but is
wholly out of the question for such steamers as
the Manaritas.

The only Canadian ports which could accommodate
steamers of the enormous size and speed
suggested for the "All Red" line are Halifax
and Sydney, C.B. These ports are subject to
the great disadvantage of long distance from the
centres of population and business in Canada.
Halifax is 738 miles from Montreal, and Sydney
is at a much greater distance. Passengers landing
at Halifax have, therefore, to undergo a
railway journey of about 24 hours' duration,
with all their attendant discomfort, before reaching
Montreal, which is the starting-point for all
traffic for western provinces.

On the other hand, steamers using the St.
Lawrence route can land their passengers in
Montreal with much less discomfort and at
much less expense. The natural advantages of
the St. Lawrence route are, in fact, so great that
it will certainly continue to be the principal
route for passenger traffic, as well as almost the
only route for freight worth mentioning
during the season of open navigation, even if a
new service of steamers of great size and speed
were established via Halifax or Sydney.

The "All Red" scheme is an attempt to
divert Canadian traffic from its natural channel.
It would involve enormous expenditure by the
Government concerned, as huge subsidies would
be required to give the proposed service any
degree of success. In so far as the attempt
succeeded, it would injure the existing companies
which have invested large amounts of capital in
their business, and, even if completely successful,
such a diversion of traffic from the St.
Lawrence to another route would confer no
advantage on the people of either Canada or
Great Britain in compensation for the great
expenses involved, and the injury to established
lines.

The "All Red" scheme is based on two fundamental
assumptions, both erroneous. The first is that
there is a pressing demand for extreme speed of transit overriding all other
considerations. This is true only of mails. It
is not true at all of steerage and second-class
passengers, who form by far the largest section
of Canadian passenger traffic. It is only
partially true of saloon passengers, of whom
large numbers think more of comfort and
steadiness than of great speed. The German
lines and the White Star Lines have realized
this and are acting accordingly.

The second fundamental error is that passengers
like life at sea to such an extent that they will
generally prefer the route which involves the
shortest time on board ship. If this were true the
New York liners would long ago have
made regular calls at Halifax and proceeding
by rail to Montreal. Very few do land, the great
majority preferring to spend another day on
board rather than incur the trouble of even an
easy railway journey of six or seven hours. On
the St. Lawrence route the last three days of
the passage are on inland waters, and these days
are generally enjoyable.

As to the suggested west Ireland port,
Blackrock Bay, it is impossible as a terminus
for the simple reason that the steamers could
not get coal, stores, &c., without enormous
difficulties, not to mention the want of facilities
for overhauling machinery, &c. They would be forced
to use Liverpool, or some similar port, as a
terminus, and then it would be found needless to
call at any port in Ireland. Passengers would
most certainly prefer to embark at the Liverpool
steamer, stay there until the
operations of their
convenience and fatigue of a channel passage
followed by a railway journey across Ireland.
Even for mails it would be found useless to call
for the same reasons that have led to the abandonment
of the steamer service to Mombasa as a port of call
for Canadian mails, and will soon lead to the
closure of the New York mails for England going direct instead of via
Quebec.

If a faster transit of mail is wanted it can be
much more easily and economically given by
arrangements to accelerate the existing mail
service to the St. Lawrence in summer and to
Halifax in the winter. In summer a very short
sea passage for mails can be secured if mail
steamers call at Sydney, C.B., 2,290 miles from
Liverpool. This route for mails has already
been used experimentally, and with encouraging
results.

Sir—I am evidently expected that all "true
Britons" should cheer for the so-called "All
Red Route," and agree off-hand that it cost
ought to be shared by the Mother Country,
Canada, and Australia. On what basis
the relative amounts are to be made, or what is
to be the total cost of the undertaking, no one
knows. That is the present position of the
project, though the cheering has been already
started. When its volume testifies to the
sufficiency of popular enthusiasm, the plan
will be handed to the Motherland, while Colonial
elocution will plead for her generous contribution
towards this great bond of Imperial unity.

Now, Sir, what does this "All Red" route
really mean, and what is the origin of the
phrase? Its origin is simple, for all British
colonial maps show British land in red, so
that particular colour has become the popular

symbol of exclusive British ownership and
absolute British control. The impressions of
childhood retain their influence on the
sympathies of the mature, and as anything
and everything labelled "All Red" awakes

SHIPPING.

ARRIVALS.

BLUECROSS British str., 1,959, W. J. Hebbellon, 3rd February—Cardiff 6th December, Coal Admiralty.
BOUARON, French str., 997, Le Bail, 2nd Feb.—Santo 28th Jan., Rio—Chinese.
BRASILIA, German str., 4,270, H. Hesse, 3rd Feb.—Hamburg 20th Dec., and Singapore 28th Jan., General—Hamburg-American Line.
CHIYUEN, Chinese str., 1,177, C. Stewart, 3rd February—Shanghai 31st Jan., General—Chinese.
CROWN, German str., 1,055, G. Spiess, 3rd February—Seigon 29th January, Biscay—Butterfield & Swire.
DRUMGRIFF, British str., 2,476, J. Fairweather, 4th Feb.—from Bristol—Charnel, Coal Order.
FEITHJOF, Norwegian str., 891, Olaf Anderson, 3rd February—Saigon 29th Jan., Rice—Asgard, Thoresen & Co.
HOSHIDATE, Japanese cargo ship 3,400, Nissho Maru, 31st February—Japan 25th January.
HONG BEE, British str., 2,006, H. Holmes, 4th February—Singapore 27th Jan., General—Chinese.
ITSUKUSHIMA, Japanese cruiser, 2,373, Oban, 3rd February—Yokohama 24th January.
JACOB DIESCHICKEN, German str., 623, A. Hansen, 2nd February—Holtow and Haipburg 1st Feb., General—Jehson & Co.
KOYUOON, German str., 1,457, H. Enig, 4th February—Chinkiang 31st Jan., General—Hamburg-American Line.
KWANGEE, British str., 1,228, H. Scott, 4th Feb.—Chinkiang and Wuhan 31st Jan., General—Butterfield & Swire.
KWHYANG, British str., 3rd Feb.—Canton.
LANDRAT SCHIEFF, German str., 1,012, H. Grandt, 1st February—Shanghai 31st Jan., Siemers & Co.
LINAN, British str., 2nd February—Canton.
MATSUBISHI, Japanese cruiser, 3,400, Yashiro, 3rd Feb.—Japan 25th January.
MERAPI Dutch str., 1,937, Uddall, 3rd Feb.—Java and Singapore 27th January, General—Chinese.
NEETIE, Dutch str., 1,453, Westers, 2nd Feb.—Port Said 15th January, Kerosene Oil—Meyer & Co.
NISSEN MARU, Japanese str., 1,857, S. Shirakawa, 2nd Feb.—McGill 27th Jan., Coal—Mitsui & Co.
NUBIA, British str., 3,844, F. J. Fox, 4th Feb.—London 2nd Feb., and Singapore 30th Jan., General—P. & O. S. N. Co.
ORLAND, British str., 917, T. A. Die, 3rd Feb.—Raing (Borneo) 27th January, Timber—Walew & Co.
PHILIPPIEN, British str., 1,800, J. H. Scott, 2nd Feb.—Saigon 28th January, Rice—Chings.
PRINZ SIGISMUND, German str., 3,300, Lenzen, 4th February—Sydney 14th January and Manila 1st Feb., Melchers & Co.
PROMETHEUS, Nor. str., 1,024, O. Corneliusen, 4th February—Penang 26th Jan., Rice—Nippon Yusen Kaiisha.
SAO MARCO, Japanese str., 3,860, Geo. Andros, 3rd Feb.—Yokohama via Kobe, Moji and Shanghai 5th Feb., General—N. Y. K.
SHIMOSA, British str., 2,699, H. S. Best, 3rd Feb.—Shanghai 30th Jan., General—Dowell & Co.
SUNGKIAN, British str., 987, G. H. Pennefather, 3d February—Ulcio 9th January, General—Butterfield & Swire.
WILMING, American gunboat, Comdr. W. R. Bush 4th Feb.—Fowey 3rd Feb.
YOCHOW, British str., 1,305, D. N. Northcombe, 2nd February—Shanghai 30th January, General—Butterfield & Swire.
ZAFIRO, British str., 1,620, E. Rodgers, 3rd February—Manila 1st February, Hemp and Sugar—Shewan, Tomes & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

4th February.
BROSLIA, German str., for Shanghai.
Eastern, British str., for M. J.
SAO MARCO, Japanese str., for Singapore.

DEPARTURES.

4th February.
SHINAN MIRI, Japanese str., for Shanghai.
TIBODAS, Dutch str., for Batavia.
YACCA, French str., for Europe, &c.

VESSELS IN DOCK.

February 4th.

ABERDEEN DOCKS.—Neil Mcleod, Persia, Germany, Lithuanian, Argosy, Sorsogon, Co-Imperial DOCKS—Singor, Suisong, Chittagong.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "SHIMOSA" ... 12th February.
For Freight and further information apply to
DODWELL & CO. LTD.

Arents.
Hongkong 21st January, 1908. 167

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE" will be despatched for the above Ports on THURSDAY, the 20th February.
For Freight and further particulars apply to SHEWAN, TOMES & Co., Agents.

Hongkong 23rd January, 1908. 179

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong, CALDAO and IQUIQUE, VIA JAPAN PORTS (Karatara, Kobe and Yokohama) with Liberty to call at Honolulu and Salina Cruz.

Steamer Tons
"KASATO MARU" ... 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coasts of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.
Hongkong, 27th December, 1907. 16

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H" midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "E.W." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	FLAG & BIG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	PENINSULAR	Brit. str.	Brit. str.	R. A. Peters	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON, ANTWERP & HAMBURG	ELTHIMBIE	Gen. str.	Gen. str.	Habel	SHEWAN, TOMES & CO.	On 20th inst.
MARSEILLES, HAVER & HAMBURG, &c.	SAXONIA	Fr. str.	Fr. str.	Magnun	HAMBURG-AMERIKA LINIE	On 18th inst.
MARSEILLES, &c. via PORTS OF CALL	OCEANIEN	Dan. str.	Dan. str.	PETRONIA	MESSEGBRS MARITIMES	On 18th inst. at 1 P.M.
MARSEILLES, HAVER & COPENHAGEN &c.	ROTTERDAM	Gen. str.	Gen. str.	V. Hoff	MELCHERS & CO.	On 21st inst.
MARSEILLES, LONDON & ANTWERP	PAULIAN	Gen. str.	Gen. str.	C. R. Longden, E.N.R.	HAMBURG-AMERIKA LINIE	On 26th inst.
ROTTERDAM, BREMEN & HAMBURG VIA STRAITS, &c.	C. FRED. LAGER	Gen. str.	Gen. str.	Wagner	HAMBURG-AMERIKA LINIE	About 12th inst.
EMDEN & HAMBURG VIA STRAITS, &c.	AMERICA	Gen. str.	Gen. str.	Schwinghamer	HAMBURG-AMERIKA LINIE	To-day.
NAPLES, GENOA, ALGIERS, GIBRALTAR &c.	SPRAZA	Gen. str.	Gen. str.	Peter	HAMBURG-AMERIKA LINIE	On 22nd inst.
PRINZ HINRICH	PRINZ HINRICH	Am. str.	Am. str.	P. Grossch	MELCHERS & CO.	On 12th inst.
AUSTRIA	SHIMORA	Brit. str.	Brit. str.	Gillhuber	SANDER, WIELE & CO.	About 25th inst.
INDIANI	INDIANI	Am. str.	Am. str.	MacFarlane	DODWELL & CO. LTD.	About 16th March.
SAINZ PATRICK	SAINZ PATRICK	Am. str.	Am. str.	JARDINE, MATHESON & CO. ED.	DODWELL & CO. LTD.	On 13th inst. at 4 P.M.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	Brit. str.	JARDINE, MATHESON & CO. ED.	DODWELL & CO. LTD.	On 22nd April at Noon.
MONTEALE	MONTEALE	Am. str.	Am. str.	Cowley	SHEWAN, TOMES & CO.	On 8th inst.
KUMERIC	KUMERIC	Jap. str.	Jap. str.	D. Mori	CANADIAN PACIFIC R. CO.	Sometimes in March.
KASATO MARU	KASATO MARU	Gen. str.	Gen. str.	G. W. Elidy	CANADIAN PACIFIC R. CO.	On 10th inst. at 4 P.M.
CHANGSHA	CHANGSHA	Gen. str.	Gen. str.	D. Lenz	BUTTERFIELD & SWIRE	On 27th inst. at 5 P.M.
PRINZ SIGISMUND	PRINZ SIGISMUND	Gen. str.	Gen. str.	Pand T	MELCHERS & CO.	About 6th inst.
PRINZ SIGISMUND	PRINZ SIGISMUND	Dut. str.	Dut. str.	Dowson	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TIJUPANAS	TIJUPANAS	Gen. str.	Gen. str.	T. Stochi	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
KWEIYANG & CHEFOO	KWEIYANG & CHEFOO	Gen. str.	Gen. str.	W. P. Baker	HAMBURG-AMERIKA LINIE	On 10th inst.
CHINKIANG & WUHU	CHINKIANG & WUHU	Gen. str.	Gen. str.	F. J. Fox	JARDINE, MATHESON & CO. LD.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Gen. str.	Gen. str.	W. S. Smith	SHEWAN, TOMES & CO.	About 5th inst.
SHANGHAI VIA SWATOW	SHANGHAI VIA SWATOW	Gen. str.	Gen. str.	E. Hodges	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI, MOJI, KOBE & YOKOHAMA	Gen. str.	Gen. str.	E. Forsyth	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
SHANGHAI	SHANGHAI	Gen. str.	Gen. str.	C. L. Daniels, E.N.R.	BUTTERFIELD & SWIRE	On 7th inst.
SHANGHAI	DELTA	Gen. str.	Gen. str.	H. A. Wall	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Gen. str.	Gen. str.	T. Mayrick	MELCHERS & CO.	About 12th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Gen. str.	Gen. str.	Rodger	JARDINE, MATHESON & CO. LD.	On 14th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Gen. str.	Gen. str.	A. Sommerville	MELCHERS & CO.	On 13th inst.
TAKAO VIA SWATOW, AMOY & ANPING	TAKAO VIA SWATOW, AMOY & ANPING	Gen. str.	Gen. str.	S. J. Payne	HAMBURG-AMERIKA LINIE	To-morrow, at Daylight
TAMSUI VIA SWATOW & AMOY	TAMSUI VIA SWATOW & AMOY	Gen. str.	Gen. str.	R. Almond	OSAKA SHOSEN KAISHA	On 9th inst. at 9 A.M.
SWATOW, AMOY & FOOCHEW	SWATOW, AMOY & FOOCHEW	Gen. str.	Gen. str.	G. H. Poncelot	OSAKA SHOSEN KAISHA	To-morrow, at 11 A.M.
MANILA	MANILA	Gen. str.	Gen. str.	F. Semper	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	MANILA	Gen. str.	Gen. str.	R. Houghton	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	ZAFIRO	Gen. str.	Gen. str.	F. Semper	MELCHERS & CO.	On 12th inst. at Noon.
MANILA	TEAN	Gen. str.	Gen. str.	J. G. Olifent	CARLOWITZ & CO.	On 8th inst. at 3 P.M.
MANILA	LOONGSANG	Gen. str.	Gen. str.	M. B. Lake	JARDINE, MATHESON & CO. LD.	On 20th inst. at 3 P.M.
CEBU & ILLOIO	RUBI	Gen. str.	Gen. str.	van Emmerick	JAVA-CHINA-JAPAN LIJN	About 11th inst.
SANDAKAN	SUNGGIANG	Gen. str.	Gen. str.			
KUDAT & SANDAKAN	KAIPONG	Gen. str.	Gen. str.			
BOMBAY VIA SINGAPORE & PENANG	MAUSANG	Gen. str.	Gen. str.			
SINGAPORE, PENANG & CALCUTTA	BORNEO	Gen. str.	Gen. str.			
SINGAPORE, PENANG & CALCUTTA	LEVANZO	Gen. str.	Gen. str.			
BATAVIA, CHERIBON, SAMARANG, &c.	JAPAN	Gen. str.	Gen. str.			
BATAVIA, CHERIBON, SAMARANG, &c.	NAMSANG	Gen. str.	Gen. str.			
	TJILATAP	Dut. str.	Dut. str.			

CANADIAN PACIFIC RAILWAY,
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER

"EMPEROR OF JAPAN"	6,000	THURSDAY, 13th Feb.	... 2nd March.
"EMPEROR OF CHINA"	6,000	THURSDAY, 12th March.	30th March.
"EMPEROR OF INDIA"	6,000	THURSDAY, 9th April.	27th April.
"MONTEALE"	6,163	WEDNESDAY, 22nd April.	16th May.
"EMPEROR OF JAPAN"	6,000	THURSDAY, 7th May.	25th May.
"EMPEROR OF CHINA"	6,000	THURSDAY, 4th June.	22nd June.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamer at 12 Noon.

First Class rates include cost of Meal and Berth in Sleeping Car while crossing the American Continent.

K.M.S. "MONTEALE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 5th Febr. Febr.	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 7th Febr. Febr.	Freight and Passage.
LONDON via USUAL PORTS	PENINSULAR Capt. R. A. Peters	Noon, Sails Febr.	See Special of Call.
MARSEILLES, LONDON, and ANTWERP	PALAWAN Capt. C. R. Longdon, R.N.	About 12th Febr. Febr.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st February, 1908.

**CHINA NAVIGATION CO.,
LIMITED.**

FOR	STEAMERS	TO SAIL
MANILA, HOIHOW and HAIPHONG	* "TAMING"	On 5th Febr., 4 P.M.
SHANGHAI	"HUICHOW"	On 6th Febr., NOON.
CEBU and ILOILO	+ "LINAN"	On 6th Febr., 4 P.M.
SHANGHAI	+ "BUNGKANG"	On 7th Febr., 4 P.M.
TSINGTAU and GHEFOO	+ "YOCHOW"	On 8th Febr., 4 P.M.
MANILA, ZAMBALANG, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE and PERTH	+ "KWEIYANG"	On 8th Febr., 4 P.M.
SHANGHAI	+ "CHANGSHA"	On 10th Febr., 4 P.M.
MANILA	* "KUOKIANG"	On 11th Febr., 4 P.M.
CEBU and ILOILO	* "TEAN"	On 11th Febr., 4 P.M.
The attention of Passengers is directed to the superior accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	* "KAIFONG"	On 15th Febr., 4 P.M.
+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.	+ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	BUTTERFIELD & SWIRE, AGENTS.	
For Freight & Passage, apply to—		
Hongkong, 5th February, 1908.		

**NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TO SAIL.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Thursday, 6th February.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH" Capt. GROCH	Wednesday, 12th Febr., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. WILHELM	About Wednesday 12th February.
KUDAT and SANDAKAN	"BONFOO" Capt. F. SEMILL	Middle of Feb.
MANILA, NEW GUINEA, BEIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 27th Febr., at 5 P.M.

For further Particulars, apply to—
**NORDDEUTSCHER LLOYD,
MELCHER & CO.,
GENERAL AGENTS, HONGKONG & CHINA.**

Hongkong, 4th February, 1908.

**HAMBURG-AMERIKA LINIE,
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black-Sea and Baltic Ports.

Also, via Aden or Port Said by the Company's "Arabian and Persian Service," to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, BREMEN and HAMBURG:
S.S. C. FERD. LAEISZ 5th Febr.
FOR MARSEILLE, HAVRE & HAMBURG:
S.S. SAXONIA 13th Febr.
FOR BREMEN & HAMBURG:
S.S. SPEZIA 24th Febr.
FOR ROTTERDAM & HAMBURG:
S.S. AMBRIA 22nd Febr.
FOR MARSEILLE, PLYMOUTH, HAVRE &
HAMBURG: S.S. RHENANIA 26th Febr.

S.S. KOWLOON FOR CHINGKIANG & WUHU On 16th February. Freight

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,

Hongkong, 5th February, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR TAKAO VIA SWATOW "FUKUSHU MARU" THURSDAY, 6th Febr.,
Capt. T. Ito at Daylight.

* TAMSUI VIA SWATOW "JOSHIN MARU" SUNDAY, 9th Febr.,
Capt. H. S. SMITH at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

+ Taking Cargo on Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.

Hongkong, 5th February, 1908.

T. ARIMA, Manager.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TIJLATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TIJPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TIJMAHI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TIJIWONG	JAPAN	Second half of Febr.	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st FLOOR.
HONGKONG, 29th January, 1908.

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THE FORTY-SIXTH ANNUAL ISSUE

SHORTLY READY.

DIRECTORY AND CHRONICLE

**FOR CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS**

**INDIA, PHILIPPINES,
BORNEO, &c.,**

**WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY,**

**AND
THE HONGKONG DIRECTORY
AND Hong List for the Far East**

FOR THE FORTY-SIXTH ANNUAL ISSUE

THE FORTY-SIXTH ANNUAL ISSUE

POST OFFICE NOTICE

The Manchuria, with the American mail, is due to arrive at this port to-day, at 1 p.m.
The Delta with the English mail of the 10th January, left Singapore on Saturday the 1st inst. at 9 a.m. and may be expected here to-morrow, at 9 a.m. This packet brings replies to letters despatched from Hongkong on the 10th December and the parcel mails closed in London for despatch by the all sea route on the 1st January and for despatch overland on the 8th January.

FOR

P.M.

DATE

Saigon		
Macao		
Manila		
Shanghai, Moji, Kobe and Yokohama		
Swatow, Amoy, Anping and Takao		
Hafshong		
Swatow, Amoy and Foochow		
Hafshong and Haiphong		
Swatow and Shanghai		
Macao		
Shanghai		
Macao		
Cebu and Iloilo		
Manila		
Kobe and Yokohama		
Moji, Kobe, Yokohama, Victoria, B.C. and Seattle Wash.		
Manila		
Europe &c., India via Ticticorin		
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

The Parcel mail will be closed on Friday, the 7th inst., at 5 p.m.
Macao

Singapore, Penang and Calcutta
Tsingtau and Choochoo
Shanghai
Singapore, Colombo and Bombay
Sandakan
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Shanghai, Nagasaki, Kobe and Yokohama, &c.
(Supplementary)

Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, and Fremantle
Manila
Shanghai

EUROPE &c., INDIA VIA TICTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Singapore, Penang and Bombay
Leavenworth
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Loonsgang
Katsung
Robt.

BANKS

BANKS

THE YOKOHAMA SPECIE BANK LIMITED

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000
BRANCHES AND AGENCIES:
Tokyo Kobe Osaka
Nagasaki London Lyons
New York San Francisco Honolulu
Bombay Shanghai Hankow
Chefoo Tientsin Peking
Newchwang Taiyuan Port Arthur
Antung Liuyang Mukden
Tieling Chang Chun

HEAD OFFICE-YOKOHAMA

HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.
On Fixed Deposits for 12 months 5% per annum

" " " 4% " "

" " " 3% " "

TAKEO TAKAMICHI, Manager.

Hongkong, 25th September 1907. 580

Peninsular

PENINSULAR

MAATSCHAPPIJ

(NETHERLANDS-TRADING SOCIETY). ESTABLISHED 1824.

LETTERS

11.00 A.M.

PRINTED MATTER AND SAMPLES

10.00 A.M.

REGISTRATION

10.00 A.M.

REGISTRATION